

ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED

**AAAI Report 1319
AAAI Project 88018**

QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT FOURTH QUARTER 2006

JANUARY 2007

Prepared for:

**BURBANK
GLENDALE
PASADENA
AIRPORT** 

AAAI Report 1319
AAAI Project 88018

QUARTERLY NOISE MONITORING
AT BOB HOPE AIRPORT
FOURTH QUARTER 2006

JANUARY 2007

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QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT FOURTH QUARTER 2006

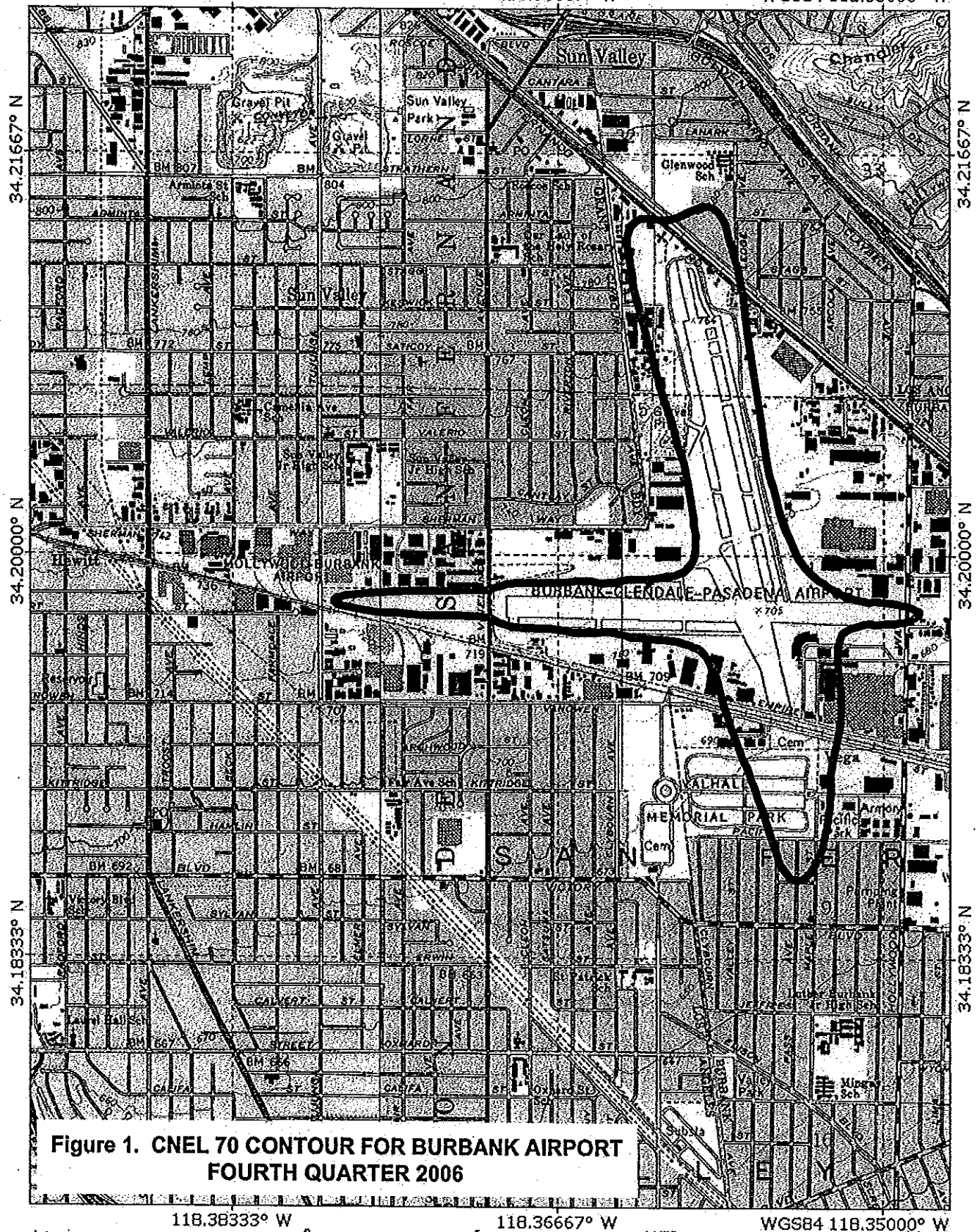
I. INTRODUCTION

In compliance with the California Noise Standards (Reference 1) and the current variance from certain provisions of the Standards (Reference 2), the operator of the Bob Hope Airport is required to perform noise monitoring in the vicinity of the airport for the purpose of establishing a noise impact boundary. The Noise Standards currently specify a community noise equivalent level (CNEL) of 65 dB for the noise impact boundary¹. The airport is required to provide, each quarter, an updated annual noise impact contour based on measurement data over the four preceding quarters.

A permanent noise monitoring system became operational in April 1980 and, with brief interruption for system expansion, maintenance, and program changes, has been operational since that time. Of the original nine noise monitor sites, eight have remained unchanged since 1980. The monitor at site 8 was removed in 1997 and replaced by a monitor at site 18. Two sites were added east of the airport in late 1980. Four sites were added south of the airport in January 1986 in response to the requirement to determine the 65 dB contour. Three more locations were added in February 1997. Two of these, identified as 16 and 17, are south of the airport, and one, 18, is to the west. The site to the west replaces Site 8. These locations were added to permit monitoring closer to the 65 dB contour. The noise monitoring computer at the airport was replaced in August 1995.

This report describes the data acquired by the monitoring system during the fourth quarter of 2006. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the first, second and third quarter of 2006 reported in References 3, 4 and 5. Figure 1 shows the 70 dB contour and Figure 2 shows the 65 dB contour, based on the measured noise data.

¹ Prior to January 1, 1986, a CNEL of 70 dB defined the noise impact boundary.



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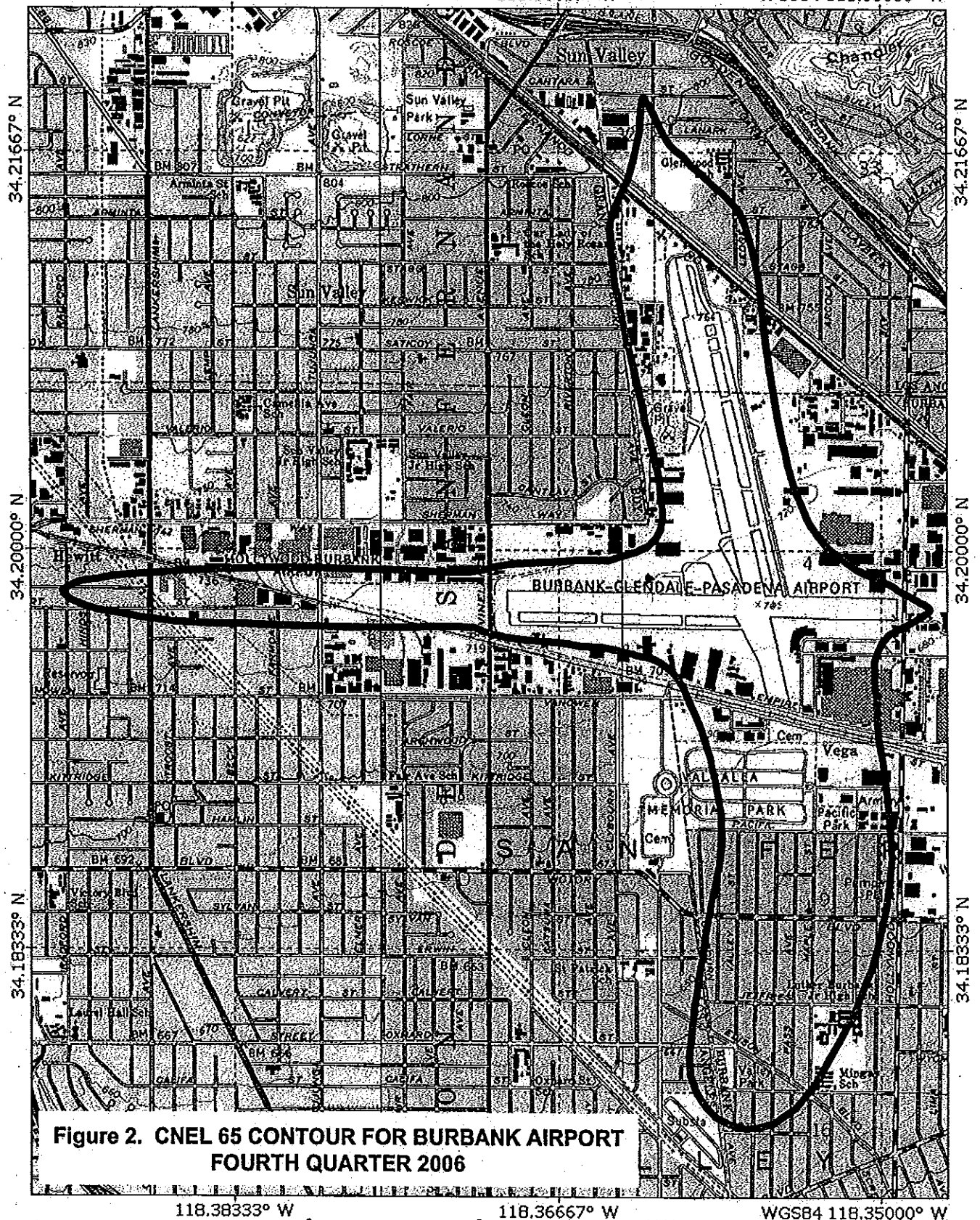
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118.36667° W

WGS84 118.35000° W

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WGS84 118.35000° W

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II. NOISE MEASUREMENTS

A. Sites

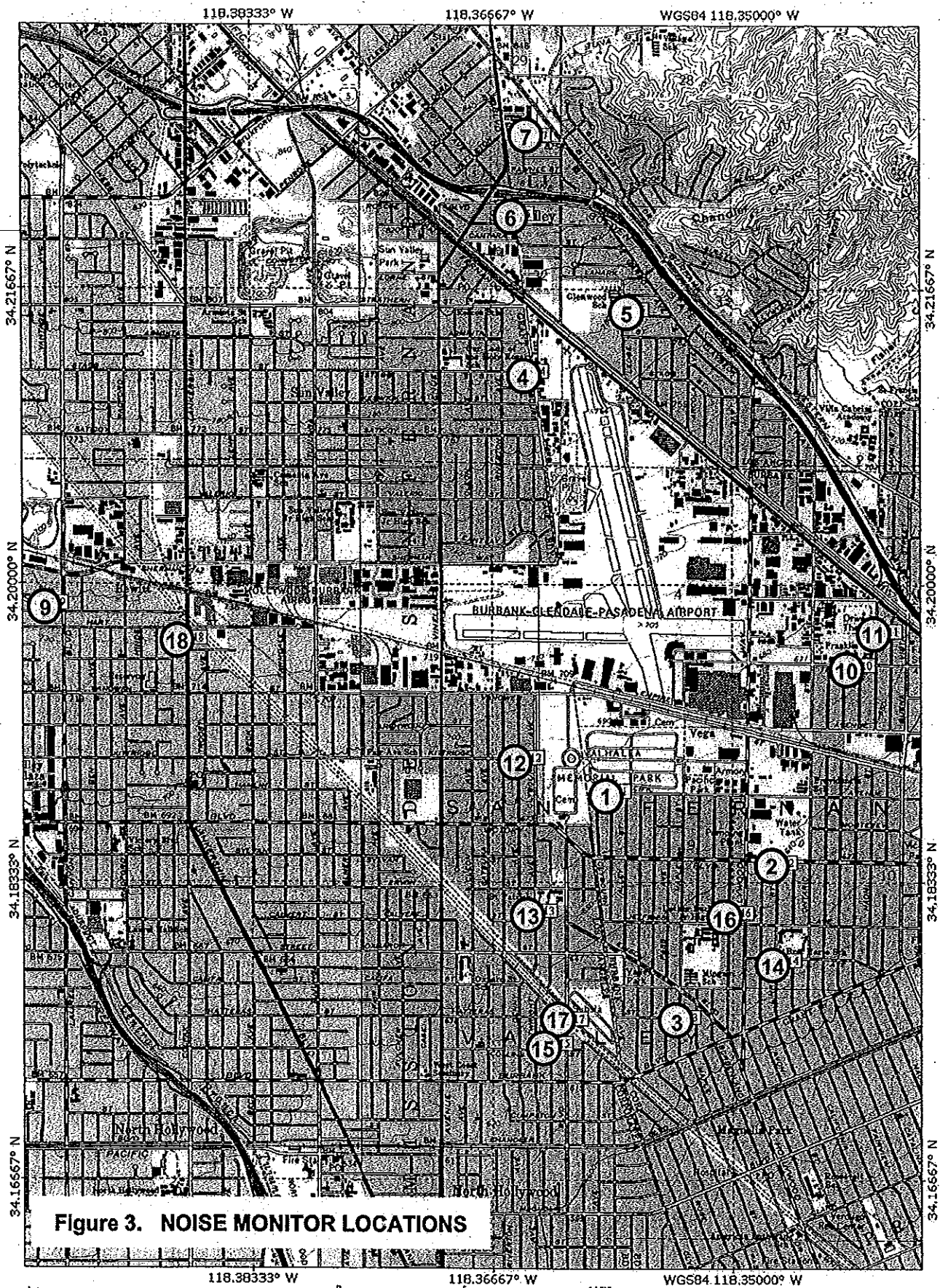
Aircraft noise levels were monitored at 15 locations prior to February, 1997. Two sites were added in February 1997, and equipment at one site west of the airport was moved to a new location. In July 2003, the monitor station at site 9 was moved 105 feet further west to accommodate new construction at the Fire Station. The noise monitor sites are shown in Figure 3.

B. Noise Measurement Equipment

Each of the microphone locations uses an identical set of equipment connected to a central control unit. The noise level at each site is digitized and transmitted by phone line to the central site. The computer at the central site processes the data to produce (among other measures) the CNEL at each site. Appendix A provides a brief description of the system.

C. Noise Data

During this quarter, system-wide maintenance, telephone signal interruption, and occasional equipment failure caused some loss of noise data at different monitoring stations. Tables 1, 2, and 3 show the aircraft CNEL measured at each monitoring site for each day of the quarter. The dashed lines indicate days for which a monitor was operating for less than 94% of the time. The data for these days were excluded from the averages.



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0 1000 FEET 0 500 1000 METERS
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D. Operational Data

Departure and arrival schedules are provided by the airlines. In addition, airline flight operations are tabulated and provided by airport personnel. Operations of certain general aviation aircraft are determined from the airport's computerized flight tracking system.

III. MEASURED NOISE DATA

Daily CNEL values for the noise monitoring system are listed in Tables 1, 2, and 3. Table 4 lists the average values for each quarter together with the annual average.

IV. SCHEDULED AIRLINE AND AIR TAXI OPERATIONS

The scheduled air carrier and commuter operations for the quarter are shown in Table 5.

V. CNEL CONTOUR DEVELOPMENT

The contours shown in Figures 1 and 2 are based upon computer-generated "master" contours which are adjusted to reflect the monitoring data. This fourth quarter 2006 used the master contours produced by Version 6.1 of the Integrated Noise Model (INM), a sophisticated aircraft noise modeling program developed for the Federal Aviation Administration. Inputs to the program consist of aircraft types and performance data, flight paths, numbers of operations, and day/evening/night distribution of flights. The program calculates CNEL values at equally spaced grid points and produces CNEL contour lines at 1 dB intervals. The annual average CNEL values at each site were marked at the appropriate locations on the contour map and the locations of the 65 and 70 dB CNEL contours were determined in the vicinity of each measuring point. These points were then joined following the general shape of the computed contours.

The master contours, used in developing the contours for this quarter are based on operations for the 12-month period from January 2002 through December 2002. This replaced the previous master set of CNEL Contours which were based on operations for the 12-month period from January 1998 through December 1998.

TABLE 1. CNEL VALUES FOR OCTOBER 2006

RMS NUMBER																		
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	
10/01/2006	62.5	61.4	63.8	48.0	57.2	53.2	60.0	63.1	47.5	48.9	51.3	60.0	58.4	62.6	63.2	62.3	63.7	
10/02/2006	64.0	62.1	63.9	55.4	55.5	59.3	60.5	62.9	53.6	50.9	52.3	61.7	59.3	62.9	64.5	62.4	63.6	
10/03/2006	64.7	62.0	63.4	59.9	61.0	62.1	62.5	63.9	51.6	56.9	54.4	62.0	58.8	63.2	63.4	62.7	65.1	
10/04/2006	64.8	62.5	64.0	60.2	61.9	63.2	63.4	63.9	53.6	56.1	55.2	63.0	59.4	64.3	66.1	63.5	64.5	
10/05/2006	65.3	63.4	65.2	61.4	61.2	62.6	63.7	63.9	55.3	58.1	56.1	63.5	60.6	64.9	65.0	64.3	64.6	
10/06/2006	63.6	60.8	62.1	61.3	61.7	61.2	62.7	61.8	49.7	54.1	50.3	60.7	56.9	61.7	61.9	61.2	62.2	
10/07/2006	63.3	60.7	61.4	54.9	55.7	59.3	60.3	62.0	47.5	52.5	53.2	60.7	56.9	62.0	61.6	61.6	62.4	
10/08/2006	65.0	63.0	64.7	60.4	61.6	57.4	59.0	63.3	51.5	49.8	53.9	61.3	59.8	64.0	64.3	63.7	64.5	
10/09/2006	62.9	60.0	61.6	55.6	60.0	53.6	52.3	60.3	54.2	50.8	51.3	61.3	56.5	62.0	61.6	62.0	61.0	
10/10/2006	64.8	64.6	64.5	58.8	62.6	59.7	60.0	64.2	58.3	55.4	57.1	62.5	59.9	64.1	64.3	63.9	65.3	
10/11/2006	64.7	62.4	63.8	60.4	62.2	61.7	62.1	64.2	53.5	53.3	53.7	62.5	59.1	64.0	63.7	63.6	64.6	
10/12/2006	65.2	62.7	64.6	58.9	61.4	62.3	62.8	64.8	53.0	57.0	52.7	63.1	60.0	64.1	64.9	63.8	65.5	
10/13/2006	65.1	64.3	66.1	59.6	63.0	62.3	63.1	64.1	53.9	56.4	55.5	62.5	61.5	65.1	65.8	64.7	65.0	
10/14/2006	66.1	62.7	64.5	57.8	57.5	56.0	61.3	63.2	48.6	48.2	54.6	61.1	59.2	64.2	64.3	63.8	63.8	
10/15/2006	64.2	62.4	64.5	56.9	60.5	55.3	49.9	64.5	50.8	43.4	52.4	62.1	59.3	63.6	64.1	63.2	64.6	
10/16/2006	65.2	62.4	64.5	60.2	62.1	55.3	56.2	66.2	52.4	60.3	55.1	63.8	59.2	64.2	64.5	63.7	65.8	
10/17/2006	64.5	62.9	64.5	59.9	61.8	63.9	64.8	62.8	52.3	54.3	53.5	62.5	59.8	63.8	64.7	63.0	64.1	
10/18/2006	60.3	52.8	58.1	64.8	66.3	70.0	65.9	59.4	55.8	53.2	52.0	54.4	54.6	53.7	63.0	54.6	60.6	
10/19/2006	64.0	62.7	66.0	60.4	61.7	61.3	64.1	62.0	52.3	55.4	55.1	61.2	59.7	64.0	65.1	63.7	62.9	
10/20/2006	63.4	62.5	64.9	60.3	61.4	60.0	61.1	62.7	54.9	53.2	51.8	60.3	59.5	62.8	64.2	62.3	63.4	
10/21/2006	62.0	60.3	62.0	58.4	57.7	55.7	61.0	60.8	48.2	51.5	51.8	58.4	55.9	61.0	61.5	60.8	61.6	
10/22/2006	62.8	61.2	63.8	56.8	61.1	56.9	63.0	61.9	56.1	47.3	50.3	59.1	58.2	62.3	62.9	61.9	62.8	
10/23/2006	63.4	61.4	63.9	55.2	58.0	54.9	60.1	61.9	55.4	53.2	53.3	60.6	58.4	61.3	63.5	60.9	63.1	
10/24/2006	64.2	61.6	63.3	59.7	61.8	60.5	62.5	64.4	60.4	58.1	54.8	62.8	59.2	63.5	63.3	63.2	65.6	
10/25/2006	64.7	65.1	65.2	58.8	59.4	58.9	58.9	64.9	54.4	55.0	54.1	61.4	59.9	64.1	64.8	63.6	65.4	
10/26/2006	63.6	62.0	64.1	61.4	62.4	61.4	61.7	62.1	56.7	56.8	52.4	61.9	58.7	62.4	63.7	61.9	62.8	
10/27/2006	62.2	60.8	63.2	60.2	61.3	60.9	61.0	61.4	64.1	55.4	50.0	57.5	57.9	60.5	63.1	61.0	62.5	
10/28/2006	60.8	59.4	61.4	57.1	59.8	55.9	58.6	59.1	51.1	46.9	48.1	57.3	55.6	59.6	61.2	59.4	59.8	
10/29/2006	64.5	62.1	63.7	60.9	63.6	54.2	58.3	63.8	55.2	46.6	53.6	61.8	58.9	63.7	63.7	63.1	65.0	
10/30/2006	65.3	62.8	64.2	56.7	58.7	59.7	59.1	63.9	58.2	57.1	54.7	63.7	59.3	64.2	63.6	64.0	64.5	
10/31/2006	65.0	63.2	63.8	60.5	63.9	63.6	61.5	64.1	54.7	55.0	55.1	63.3	59.9	64.2	63.8	63.6	64.8	
AVERAGE	64.1	62.2	63.9	59.5	61.4	61.2	61.6	63.2	55.5	54.7	53.6	61.6	59.0	63.2	63.9	62.8	64.0	
NO. DAYS	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	

TABLE 2. CNEL VALUES FOR NOVEMBER 2006

RMS NUMBER																		
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	
11/01/2006	65.4	63.8	65.8	59.6	59.8	63.3	62.1	63.9	58.2	55.8	55.4	63.0	61.6	64.9	65.3	64.0	64.9	
11/02/2006																		
11/03/2006	64.7	63.3	67.0	61.4	60.6	62.5	63.5	64.0	62.6	56.3	57.7	62.0	60.7	64.1	65.0	63.7	65.2	
11/04/2006	62.5	60.7	62.7	61.2	57.6	59.9	59.9	60.5	55.2	53.6	51.8	62.9	57.3	66.9	62.0	61.8	61.7	
11/05/2006	58.0	55.5	57.4	62.8	57.8	53.1	56.4	55.5	41.6	51.8	52.2	52.7	52.1	57.5	57.1	57.3	56.1	
11/06/2006																		
11/07/2006	63.4	63.6	65.1	61.5	61.9	63.0	61.6	62.7	50.4	56.4	53.5	59.4	59.9	64.9	64.7	62.0	63.6	
11/08/2006	65.3	62.3	64.1	62.0	60.1	61.0	62.9	63.8	55.4	56.2	55.5	62.1	59.7	63.0	64.2	62.8	64.6	
11/09/2006	64.0	63.6	65.9	61.1	62.9	64.9	64.2	64.1	56.5	55.6	55.1	61.2	60.8	64.0	65.6	63.3	64.6	
11/10/2006	62.9	62.8	65.3	61.1	59.9	60.8	61.6	62.1	54.1	55.9	55.5	58.6	60.2	62.0	65.0	62.6	64.0	
11/11/2006	62.6	59.9	61.3	58.3	59.6	56.6	60.6	60.5	54.2	55.7	52.9	60.3	56.4	62.4	61.7	61.6	61.4	
11/12/2006	63.4	62.9	65.3	60.7	60.8	56.5	59.6	61.7	51.9	51.4	56.4	59.7	59.9	63.5	65.0	63.0	62.9	
11/13/2006	64.6	62.1	64.2	66.0	62.2	58.5	59.3	62.8	53.3	57.1	54.9	60.0	58.8	64.6	63.5	63.6	64.1	
11/14/2006	65.3	62.5	64.9	58.5	58.3	62.7	61.7	65.0	51.1	52.1	56.7	---	59.5	63.8	64.0	63.8	65.9	
11/15/2006																		
11/16/2006	63.7	62.6	64.8	62.9	63.4	60.8	62.8	63.7	54.6	54.5	54.2	60.6	59.5	62.8	64.0	62.6	64.6	
11/17/2006	66.1	63.3	65.1	65.9	66.7	60.9	60.8	64.5	56.2	55.4	57.1	62.6	60.6	64.2	65.2	63.7	65.2	
11/18/2006	61.8	60.7	62.5	57.6	59.0	56.3	59.9	60.9	53.4	53.7	51.2	57.9	57.1	61.4	61.8	61.3	61.6	
11/19/2006	63.1	61.8	63.7	61.9	64.5	61.5	61.6	62.3	56.8	60.6	54.3	58.9	58.5	61.9	65.6	61.2	63.1	
11/20/2006	60.5	60.8	61.9	54.6	55.2	55.3	57.7	57.3	53.8	54.5	49.2	57.4	56.9	60.1	62.0	59.8	58.3	
11/21/2006	62.2	61.0	62.2	58.6	59.8	59.3	58.5	60.5	55.9	54.5	56.4	64.5	57.6	61.6	62.2	61.0	62.4	
11/22/2006	65.1	63.6	65.3	58.1	62.4	61.7	60.3	65.0	59.7	56.2	55.0	61.4	61.0	63.7	65.6	63.1	66.1	
11/23/2006	63.1	61.7	63.9	54.5	53.8	58.0	57.8	60.4	48.8	44.9	52.7	65.4	58.7	62.5	63.7	62.0	61.2	
11/24/2006	63.6	61.7	63.1	56.1	59.5	55.0	55.0	62.9	50.0	53.6	54.5	59.3	58.4	63.1	63.0	62.7	63.7	
11/25/2006	64.2	60.8	63.9	57.6	57.3	56.7	56.3	61.0	47.2	53.4	58.5	---	58.0	62.9	62.8	62.4	61.8	
11/26/2006	65.0	63.3	65.3	56.2	62.9	56.4	56.0	65.0	58.2	49.5	54.6	61.2	60.3	64.2	65.2	63.5	65.7	
11/27/2006	65.5	64.3	66.6	56.0	62.0	58.6	60.7	64.7	55.7	52.5	55.7	---	61.9	66.3	66.2	65.4	65.9	
11/28/2006	61.4	58.3	62.2	64.2	65.5	68.9	65.5	59.0	45.5	52.4	53.6	---	58.2	59.2	66.1	58.2	63.3	
11/29/2006	62.4	59.8	62.9	63.7	64.8	66.1	62.1	60.8	49.8	53.4	51.9	---	57.7	61.9	63.9	61.3	62.2	
11/30/2006	62.2	60.2	62.9	62.1	61.5	61.1	60.4	61.6	59.8	57.9	55.7	58.0	56.9	60.4	61.7	59.5	63.0	
AVERAGE	63.7	62.1	64.3	61.2	61.7	61.6	61.0	62.6	55.7	55.1	55.0	61.1	59.2	63.3	64.1	62.4	63.7	
NO. DAYS	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	22.0	27.0	27.0	27.0	27.0	27.0	

TABLE 3. CNEL VALUES FOR DECEMBER 2006

RMS NUMBER																	
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
12/01/2006	60.8	59.2	60.0	58.6	58.0	61.7	58.9	56.3	49.0	54.6	53.5	52.5	55.6	57.1	60.1	56.2	58.1
12/02/2006	61.8	59.4	60.6	58.8	56.8	60.7	59.8	58.0	54.9	56.8	49.7	57.0	54.3	59.9	60.4	59.0	59.4
12/03/2006	60.6	57.7	60.3	53.8	54.1	51.4	56.6	59.5	54.0	46.3	45.2	----	54.2	59.0	59.7	58.7	60.2
12/04/2006	61.1	59.4	61.9	59.1	58.3	57.2	58.2	58.8	48.4	59.8	53.4	58.2	55.5	58.5	61.1	58.3	60.7
12/05/2006	62.2	60.2	61.8	62.8	63.7	59.9	60.6	60.3	47.6	53.2	53.3	63.5	56.9	60.5	61.1	59.4	62.2
12/06/2006	62.4	59.9	62.2	61.4	62.4	62.5	59.7	61.3	55.8	54.2	53.4	59.2	55.9	61.4	61.4	60.9	62.6
12/07/2006	63.0	61.1	63.3	63.7	63.7	60.5	60.1	61.4	53.6	56.3	55.4	60.0	58.0	62.3	62.6	61.7	62.6
12/08/2006	64.6	62.6	64.2	63.2	63.6	62.0	60.8	64.1	61.7	55.3	54.3	61.9	59.4	63.3	64.1	62.9	65.0
12/09/2006	63.5	60.2	61.1	56.6	58.2	54.0	55.6	62.2	54.8	52.7	51.5	61.3	56.6	61.9	61.5	61.3	62.4
12/10/2006	63.2	62.4	65.0	53.8	59.7	55.1	56.1	63.1	51.7	51.1	53.2	60.2	60.2	62.9	64.8	62.3	64.3
12/11/2006	64.5	63.2	65.7	57.3	61.5	56.0	60.7	62.7	54.4	53.3	55.2	62.9	60.6	65.1	65.2	64.2	63.8
12/12/2006	64.4	60.7	63.1	66.5	66.7	67.4	65.1	60.3	52.0	54.6	58.6	62.1	59.0	62.0	65.8	61.7	62.7
12/13/2006	64.2	62.6	64.9	62.9	63.4	61.3	61.8	63.2	50.7	54.6	54.8	61.2	60.5	64.1	64.8	63.5	64.0
12/14/2006	65.6	63.3	65.1	61.7	60.9	62.7	63.5	63.9	59.2	54.2	58.7	62.8	60.2	64.6	64.5	64.4	64.5
12/15/2006	65.1	62.9	64.7	60.8	62.5	61.8	63.1	65.6	58.2	55.0	65.0	62.2	60.1	64.2	64.7	63.6	69.8
12/16/2006	63.4	62.1	62.0	59.5	60.6	54.7	53.9	61.9	52.8	51.1	54.4	56.1	57.4	62.4	62.1	61.9	63.2
12/17/2006	64.2	62.0	64.2	53.8	55.3	55.5	57.6	62.3	54.1	49.3	55.0	61.4	59.3	62.9	63.9	62.4	63.5
12/18/2006	61.1	59.3	62.5	63.1	62.8	66.9	64.9	60.9	49.7	52.1	50.3	----	57.3	60.8	62.4	60.1	62.2
12/19/2006	62.8	61.3	63.0	60.8	61.0	64.4	63.2	61.6	55.0	55.0	57.2	59.6	59.4	61.9	63.2	61.3	63.4
12/20/2006	65.2	63.1	65.4	62.5	64.5	63.4	63.5	63.1	55.1	55.8	56.8	----	59.9	64.5	64.6	64.0	63.8
12/21/2006	65.0	64.6	65.9	63.8	65.5	63.3	63.1	64.0	56.8	57.2	58.2	----	61.7	64.6	66.1	64.2	64.9
12/22/2006	65.1	63.5	66.1	63.2	65.1	67.0	64.9	62.8	57.0	57.0	56.4	----	61.1	61.7	67.0	61.5	64.3
12/23/2006	60.4	59.3	61.7	60.8	58.7	54.7	57.5	60.7	46.4	48.9	49.1	57.1	55.8	59.4	61.3	59.0	61.7
12/24/2006	59.3	58.6	61.4	52.7	57.0	53.1	58.1	59.2	35.7	50.2	49.0	55.1	55.8	58.8	61.0	58.6	60.6
12/25/2006	60.6	59.8	62.2	55.4	59.1	53.6	58.2	61.3	45.5	43.2	50.0	57.0	57.2	61.4	61.8	60.0	61.7
12/26/2006	64.7	62.5	64.2	60.7	60.3	60.6	62.3	62.7	55.3	57.5	54.6	----	59.1	63.3	63.6	62.6	64.3
12/27/2006	62.5	61.0	63.9	65.4	66.6	68.8	65.7	59.7	52.5	56.3	55.5	----	61.2	60.0	69.2	59.3	61.8
12/28/2006	58.7	55.6	59.3	63.8	64.3	67.3	63.9	61.9	48.1	54.0	51.6	51.4	53.2	58.3	61.6	58.0	63.9
12/29/2006	63.4	61.5	63.4	62.5	62.0	62.4	64.2	62.9	55.5	50.5	55.7	61.7	58.9	62.8	63.5	62.3	63.9
12/30/2006	63.1	60.6	62.9	58.1	61.8	57.0	57.7	62.3	51.0	51.9	55.2	60.3	57.7	62.5	62.2	62.1	63.0
12/31/2006	60.7	58.7	60.3	53.7	54.9	50.2	54.7	57.9	54.4	48.5	49.3	57.5	55.6	59.9	60.2	59.3	58.6
AVERAGE	63.1	61.2	63.3	61.4	62.2	62.5	61.6	61.9	54.5	54.4	55.8	60.1	58.5	62.1	63.6	61.5	63.4
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	24	31	31	31	31	31
QTR. AVG.	63.7	61.9	63.8	60.8	61.8	61.8	61.4	62.6	55.2	54.7	54.9	61.1	58.9	62.9	63.9	62.3	63.7
NO. DAYS	89	89	89	89	89	89	89	89	89	89	89	77	89	89	89	89	89

TABLE 4. AVERAGE CNEL VALUES

Site No.	1st Quarter 2006	2nd Quarter 2006	3rd Quarter 2006	4th Quarter 2006	4 Quarter Average
1	64.3	64.9	63.9	63.7	64.2
2	62.5	62.9	62.3	61.9	62.4
3	64.5	64.7	64.2	63.8	64.3
4	63.1	60.6	59.6	60.8	61.2
5	64.0	61.6	60.1	61.8	62.1
6	62.5	60.3	59.2	61.8	61.1
7	61.9	61.9	62.6	61.4	62.0
9	62.9	64.3	63.1	62.6	63.3
10	57.3	57.0	54.3	55.2	56.1
11	56.7	55.5	53.4	54.7	55.3
12	56.9	54.8	52.8	54.9	55.1
13	61.3	62.0	60.4	61.1	61.2
14	59.8	59.8	59.2	58.9	59.5
15	63.3	63.8	62.6	62.9	63.2
16	64.6	64.7	64.1	63.9	64.3
17	62.8	63.8	62.8	62.3	63.0
18	64.3	65.2	64.0	63.7	64.3

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06 1 DAYS									
	AS B7374	AS B7377	AS CRJ7	AS MD80	AQ B7377					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	0	0	21	21	7	7	0	0
EVENING	0	0	0	0	7	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	28	28	7	7	0	0

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	HP A319	HP A320	HP B7372	HP B7373	HP CRJ					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	HP CRJ7	HP CRJ9	AA MD80	AA MD82	AA MD83					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	WN B7373	WN B7375	WN B7377	UA A319	UA A320					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	196	200	0	0	79	81	20	20	0	0
EVENING	60	56	1	1	55	53	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	256	256	1	1	134	134	20	20	0	0

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	UA B7373	UA B7375	UA B757	UA RJ	UA CRJ7					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	27	13	0	0	0	0	0	0
EVENING	0	0	0	14	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	UA E120	FE A300	FE A310	FE B727Q	UPS A300					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	5	10	0	0	0	5
EVENING	0	0	0	0	10	0	0	0	5	0
NIGHT	0	0	0	0	0	5	0	0	0	0
TOTAL	0	0	0	0	15	15	0	0	5	5

	SCHEDULE IN EFFECT FROM 10/1/06 to 10/1/06									
	UPS B757	DL B752	DL CRJ	B6 A320	TOTALS					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	16	16	28	21	452	446
EVENING	0	0	0	0	0	7	14	21	165	166
NIGHT	0	0	0	0	7	0	0	0	7	5
TOTAL	0	0	0	0	0	0	0	0	559	559

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06 27 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	0	0	21	21	7	7	0	0
EVENING	0	0	0	0	7	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	28	28	7	7	0	0

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	196	200	0	0	79	81	20	20	0	0
EVENING	60	56	1	1	55	53	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	256	256	1	1	134	134	20	20	0	0

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	27	13	0	0	0	0	0	0
EVENING	0	0	0	14	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	10	0	0	0	5
EVENING	0	0	0	0	8	0	0	0	5	0
NIGHT	0	0	0	0	0	4	0	0	0	0
TOTAL	0	0	0	0	14	14	0	0	5	5

	SCHEDULE IN EFFECT FROM 10/2/06 to 10/28/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	16	16	28	21	453	446
EVENING	0	0	0	0	0	7	14	21	163	166
NIGHT	0	0	0	0	7	0	0	0	7	4
TOTAL	0	0	0	0	0	0	0	0	558	558

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06 2 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	28	21	21	14	0	0
EVENING	0	0	0	0	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	7	7	28	28	21	21	0	0

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	217	204	3	3	92	73	20	20	0	0
EVENING	32	45	0	0	38	57	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	249	249	3	3	130	130	20	20	0	0

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	27	13	0	0	0	0	0	0
EVENING	0	0	0	14	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	10	0	0	0	5
EVENING	0	0	0	0	8	0	0	0	5	0
NIGHT	0	0	0	0	0	4	0	0	0	0
TOTAL	0	0	0	0	14	14	0	0	5	5

	SCHEDULE IN EFFECT FROM 10/29/06 to 10/30/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	16	16	28	21	518	459
EVENING	0	0	0	0	0	7	14	21	110	165
NIGHT	0	0	0	0	7	0	0	0	7	4
TOTAL	0	0	0	0	0	0	0	0	570	570

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06 7 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	28	21	21	14	0	0
EVENING	0	0	0	0	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	7	7	28	28	21	21	0	0

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	217	204	3	3	92	73	0	0	0	0
EVENING	32	45	0	0	38	57	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	249	249	3	3	130	130	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	20	13	6	0	0	0	0	0	0	0
EVENING	0	13	0	6	0	0	0	0	0	0
NIGHT	6	0	0	0	0	0	0	0	0	0
TOTAL	26	26	6	6	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	10	0	0	0	5
EVENING	0	0	0	0	8	0	0	0	5	0
NIGHT	0	0	0	0	0	4	0	0	0	0
TOTAL	0	0	0	0	14	14	0	0	5	5

	SCHEDULE IN EFFECT FROM 10/31/06 to 11/6/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	16	16	28	21	497	439
EVENING	0	0	0	0	0	7	14	21	110	170
NIGHT	0	0	0	0	7	0	0	0	13	4
TOTAL	0	0	0	0	0	0	0	0	555	555

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06 7 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	28	21	21	14	0	0
EVENING	0	0	0	0	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	7	7	28	28	21	21	0	0

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	217	204	3	3	92	73	0	0	0	0
EVENING	32	45	0	0	38	57	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	249	249	3	3	130	130	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	20	13	6	0	0	0	0	0	0	0
EVENING	0	13	0	6	0	0	0	0	0	0
NIGHT	6	0	0	0	0	0	0	0	0	0
TOTAL	26	26	6	6	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	10	0	0	0	5
EVENING	0	0	0	0	8	0	0	0	5	0
NIGHT	0	0	0	0	0	4	0	0	0	0
TOTAL	0	0	0	0	14	14	0	0	5	5

	SCHEDULE IN EFFECT FROM 11/7/06 to 11/13/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	4	0	0	0	16	16	28	21	501	439
EVENING	0	0	0	0	0	7	14	21	110	170
NIGHT	0	4	0	0	7	0	0	0	13	8
TOTAL	0	0	0	0	0	0	0	0	555	555

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06 13 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	28	21	21	14	0	0
EVENING	0	0	0	0	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	7	7	28	28	21	21	0	0

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	217	204	3	3	92	73	0	0	0	0
EVENING	32	45	0	0	38	57	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	249	249	3	3	130	130	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	20	13	6	0	0	0	0	0	0	0
EVENING	0	13	0	6	0	0	0	0	0	0
NIGHT	6	0	0	0	0	0	0	0	0	0
TOTAL	26	26	6	6	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	6	10	0	0	0	5
EVENING	0	0	0	0	8	0	0	0	5	0
NIGHT	0	0	0	0	0	4	0	0	0	0
TOTAL	0	0	0	0	14	14	0	0	5	5

	SCHEDULE IN EFFECT FROM 11/14/06 to 11/26/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	4	0	0	0	16	16	14	14	487	432
EVENING	0	0	0	0	0	7	14	14	110	163
NIGHT	0	4	0	0	7	0	0	0	13	8
TOTAL	0	0	0	0	0	0	0	0	555	555

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI
FLIGHTS FOR THE FOURTH QUARTER 2006

AIRCRAFT	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06 35 DAYS									
	AS B7374		AS B7377		AS CRJ7		AS MD80		AQ B7377	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	28	21	21	14	0	0
EVENING	0	0	0	0	0	7	0	7	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	7	7	28	28	21	21	0	0

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	HP A319		HP A320		HP B7372		HP B7373		HP CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	1	1	7	7	0	0	0	0	7	7
EVENING	0	0	0	0	0	0	0	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	1	1	7	7	0	0	7	7	7	7

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	HP CRJ7		HP CRJ9		AA MD80		AA MD82		AA MD83	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	9	15	28	21	0	0	0	0
EVENING	0	0	6	0	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	15	15	28	28	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	WN B7373		WN B7375		WN B7377		UA A319		UA A320	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	217	204	3	3	92	73	0	0	0	0
EVENING	32	45	0	0	38	57	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	249	249	3	3	130	130	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	UA B7373		UA B7375		UA B757		UA RJ		UA CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	20	13	6	0	0	0	0	0	0	0
EVENING	0	13	0	6	0	0	0	0	0	0
NIGHT	6	0	0	0	0	0	0	0	0	0
TOTAL	26	26	6	6	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	UA E120		FE A300		FE A310		FE B727Q		UPS A300	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	4	0	0	0	5
EVENING	0	0	4	5	0	1	0	0	5	0
NIGHT	0	0	5	0	5	0	0	0	0	0
TOTAL	0	0	9	4	0	0	0	0	5	5

	SCHEDULE IN EFFECT FROM 11/27/06 to 12/31/06									
	UPS B757		DL B752		DL CRJ		B6 A320		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	4	0	0	0	16	16	14	14	485	431
EVENING	0	0	0	0	0	7	14	14	112	164
NIGHT	0	4	0	0	7	0	0	0	13	8
TOTAL	0	0	0	0	0	0	0	0	555	555

TABLE 5. (CONTINUED)

FOURTH QUARTER 2006

PERIOD TOTALS FOR
AIR CARRIERS AND AIR TAXIS

AIR CARRIERS

	<u>DEP</u>	<u>ARR</u>
DAY	5527	4975
EVE	1469	2082
NIGHT	145	84
TOTAL	<u>7141</u>	<u>7141</u>

COMMUTERS

	<u>DEP</u>	<u>ARR</u>
DAY	1260	1305
EVE	199	246
NIGHT	92	0
TOTAL	<u>1551</u>	<u>1551</u>

AIR CARRIERS AND AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	6787	6280
EVE	1668	2328
NIGHT	237	84
TOTAL	<u>8692</u>	<u>8692</u>

VI. INCOMPATIBLE LAND USE

The contours shown in Figures 1 and 2 were digitized and overlaid on a digital land use map of the area around the Airport. The total areas enclosed by the 65 and 70 dB CNEL contours were 1,040.4 and 436.3 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 71.03 acres within the 65 dB contour of which 4.04 acres were also within the 70 dB contour.

It should be noted that the above incompatible land areas do not include the soundproofed schools in the vicinity of the Airport (the Luther Burbank Middle School, St. Patrick and Glenwood Schools). The above incompatible land use areas also do not include those residences to which the Airport has acquired avigation easements. Within the 65 dB contour, the Airport has acquired avigation easements, through its ongoing residential sound insulation program, to 855 parcels of land. Those 855 parcels total 125.37 acres. Forty-four of the 855 parcels, totaling 6.15 acres, are also located within the 70 dB contour. Within the 65 dB contour, the Airport has also acquired avigation easements, under the Court of Appeal decision in Baker v. Burbank-Glendale-Pasadena Airport Authority, 220 Cal. App. 3d 1602 (1990), to 56 parcels of land. For 46 of the 56 parcels, the Authority has acquired avigation easements both through Baker and through its ongoing sound insulation program. Those 46 parcels are included in the total number of sound insulation program avigation easements set forth above. The 10 remaining Baker easement parcels total 1.89 acres. Four of those parcels, totaling 0.56 acres, are located within the 70 dB contour.

It should be noted that the Airport Authority has made repeated attempts over the past several years to acoustically treat and obtain avigation easements at 200 residential parcels, totaling approximately 25.85 acres of the incompatible land use area within the 65 dB contour. Owners of these parcels have either refused to respond to notices regarding the sound insulation program, have withdrawn from the program, or own properties with major building code deficiencies that prevent them from participating.

The estimated numbers of incompatible residences are 730 within the 65 dB contour, and 27 within the 70 dB contour. The estimated numbers of people residing within the 65 and 70 dB CNEL contours are 1,971 and 73, respectively.

REFERENCES

1. California Department of Transportation, Division of Aeronautics, "Noise Standards", California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6.
2. L-30488, Department of Transportation, State of California, 27 June 1984.
3. "Quarterly Noise Monitoring at Bob Hope Airport, First Quarter 2006", AAAI Report 1316.
4. "Quarterly Noise Monitoring at Burbank Airport, Second Quarter 2006", AAAI Report 1317
5. "Quarterly Noise Monitoring at Burbank Airport, Third Quarter 2006", AAAI Report 1318.

APPENDIX A
NOISE MONITOR INSTRUMENTATION

APPENDIX A

NOISE MONITOR INSTRUMENTATION

The permanent noise monitor system, manufactured by Tracor, consists of 17 remote monitoring stations (RMS) connected to a central site by telephone lines. The system block diagram showing the major elements is shown in Figure A-1. The electrical signal generated by the microphone/preamplifier assembly at each site is processed in the RMS electronics. The signal is passed through an A-weighting filter and is then detected and converted to a digital level signal in decibels with a resolution of 0.1 dB.

The digitized sound level is transmitted every half second by telephone line to the central site. The data received by the central site are processed by the computer. According to preset parameters, the noise is separated into two categories--aircraft noise and community noise. Each event attributed to an aircraft is saved in a noise event file. Computations are made of hourly noise level, community noise equivalent level, runway use, and other parameters. A wide variety of data presentations is available by exercising a number of routines provided by Tracor, as well as special-purpose routines that can be generated by the user.

The locations of the remote sites (shown in Figure 3) are listed relative to the runway thresholds in Table A-1.

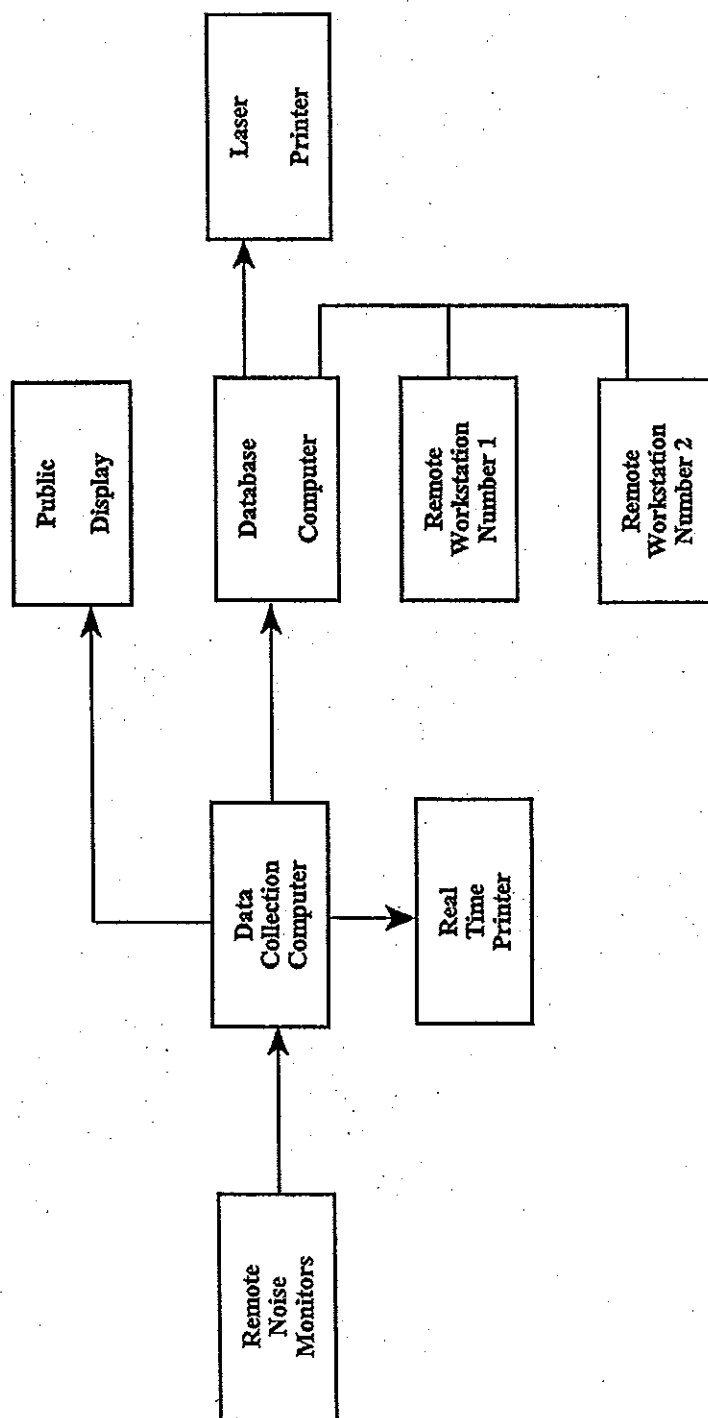


FIGURE A-1. PERMANENT NOISE MONITOR SYSTEM BLOCK DIAGRAM

TABLE A-1
NOISE MONITOR SITE LOCATIONS

<u>Site No.</u>	<u>Distance From N. End of RW 15</u>	<u>Distance From Extended Centerline</u>
1	8590	-1490
2	10830	1590
3	13440	-1090
4	-150	1200
5	-810	1100
6	-3280	-740
7	-4720	-50
12	7520	-3320
13	10660	-3600
14	12780	1160
15	13380	-3920
16	11600	360
17	12900	-3520

Note: Positive distances from the runway threshold are to the south; positive distances from the extended centerline are to the east.

<u>Site No.</u>	<u>Distance From W. End of RW 8</u>	<u>Distance From Extended Centerline</u>
9	-8805	225
10	8180	-880
11	8740	-110
18	-5880	-440

Note: Positive distances from the runway threshold are to the east; positive distances from the extended centerline are to the north.

APPENDIX B
CALIBRATION

APPENDIX B CALIBRATION

The system was calibrated during setup using a Bruel and Kjaer pistonphone. Acoustic calibrations are being performed approximately every six months. Electrical calibrations are performed automatically shortly after midnight each day. Figure B-1 shows the latest calibration certificate of the pistonphone employed in the acoustic calibrations and Figure B-2 shows a typical electrical calibration.

Odin Metrology, Inc.

Calibration of Brüel & Kjær Instruments

Certificate: 14002-2
4228 Rev 15 DEC, 2004Certificate of Calibration
For Brüel & Kjær PistonphoneMEASUREMENT STANDARDSThis calibration is performed by comparison with
Measurement Standard Pistonphones:

Type	4220	Serial Number	1048473
Calibrated by	TS (Brüel & Kjær)	Due Date	17 AUG 2006
Cal Interval	12 Months		

Type	4220	Serial Number	1048795
Calibrated by	TS (Brüel & Kjær)	Due Date	17 AUG 2006
Cal Interval	12 Months		

- a) Estimated uncertainty of comparison: ± 0.04
- b) Estimated uncertainty of Calibration Service Standard Pistonphone: ± 0.06 dB
- c) Total uncertainty: Sq. Root (a^2+b^2) = 0.07 dB
- d) Expanded Uncertainty CF:2=0.14 dB
(with 95% Confidence Level.)

If the Ambient Pressure P_a deviates from the above stated nominal value, 1013 mbar, a correction Δ SPL should be added to the calibrated Sound Pressure Level.

$$\Delta \text{SPL} = 20 \times \log_{10} P_a (\text{hPa}) / 1013$$

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology.

The calibration of this acoustic calibrator was accomplished using a test system that conforms to the requirements of ANSI/NCSS Z540-1 (also covering MIL STD 45662A), ISO Guide 25 and the guidelines of ISO 10012-1, ISO 17025, and ISO 9001:2000 Certification NQA No. 11252

Calibration performed by

Harold Lynch

Harold Lynch, Service Manager

ODIN METROLOGY, INC.

CALIBRATION OF BRÜEL & KJÆR INSTRUMENTS
3533 OLD CONEJO ROAD, SUITE 125
THOUSAND OAKS, CA 91320
PHONE: (805) 375-0830; FAX: (805) 375-0405

Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc.

Calibrator Type	4228
Serial Number	2245246
Submitted by	AAA
Purchase Order	Simi Valley CA 93065
Asset Number	Verbal
	N/A

This calibrator has been found to perform within manufacturer's specifications of the Sound Pressure Level produced in the coupler terminated by a loading volume of 1,333 cm³ at 1013 mbar, 20°C, and 65% RH to be 124.0 dB \pm 0.15dB at a frequency of 251.2 Hz \pm 0.1% and a second harmonic distortion of <3%.

This calibration is traceable to:
NIST Test Number 822/270212-04, D1209

Condition of Test:		
Ambient Pressure	992.54	hPa
Temperature	23	°C
Relative Humidity	41	%
Date of Calibration	08 MAR 2006	
Re-calibration due on	08 MAR 2007	

PERFORMANCE AS RECEIVED:		
SPL	124.07	dB re 20 μ Pa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB
Battery Voltage	7.7	VOLT

Was repair or adjustment performed?	No
Were parts replaced?	No
Were batteries replaced?	Yes

FINAL PERFORMANCE:		
SPL	124.07	dB re 20 μ Pa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB

Note: This pistonphone was within manufacturer's specifications as received.

Page 1 of 2

* Calibration Report *

Calibration RMS: 1 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS: 2 Passed Peak:109.8 dB @ 01/25/2006 0:06
Calibration RMS: 3 Passed Peak:109.7 dB @ 01/25/2006 0:06
Calibration RMS: 4 Passed Peak:109.7 dB @ 01/25/2006 0:06
Calibration RMS: 5 Passed Peak:109.8 dB @ 01/25/2006 0:06
Calibration RMS: 6 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS: 7 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS: 9 Passed Peak:109.8 dB @ 01/25/2006 0:06
Calibration RMS:10 Passed Peak:109.8 dB @ 01/25/2006 0:06
Calibration RMS:11 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS:12 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS:13 Passed Peak:110.0 dB @ 01/25/2006 0:06
Calibration RMS:14 Passed Peak:109.9 dB @ 01/25/2006 0:06
Calibration RMS:15 Passed Peak:110.0 dB @ 01/25/2006 0:06
Calibration RMS:16 Passed Peak:109.7 dB @ 01/25/2006 0:06
Calibration RMS:17 Passed Peak:109.7 dB @ 01/25/2006 0:06
Calibration RMS:18 Passed Peak:109.8 dB @ 01/25/2006 0:06

Figure B-2. Typical Daily Electrical Calibration